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Erie Canal Harbor Development Corporation

Buffalo Canal Side





Canal Side Project

lead agency:

Empire State Development Corporation

project sponsor:

Erie Canal Harbor Development Corporation

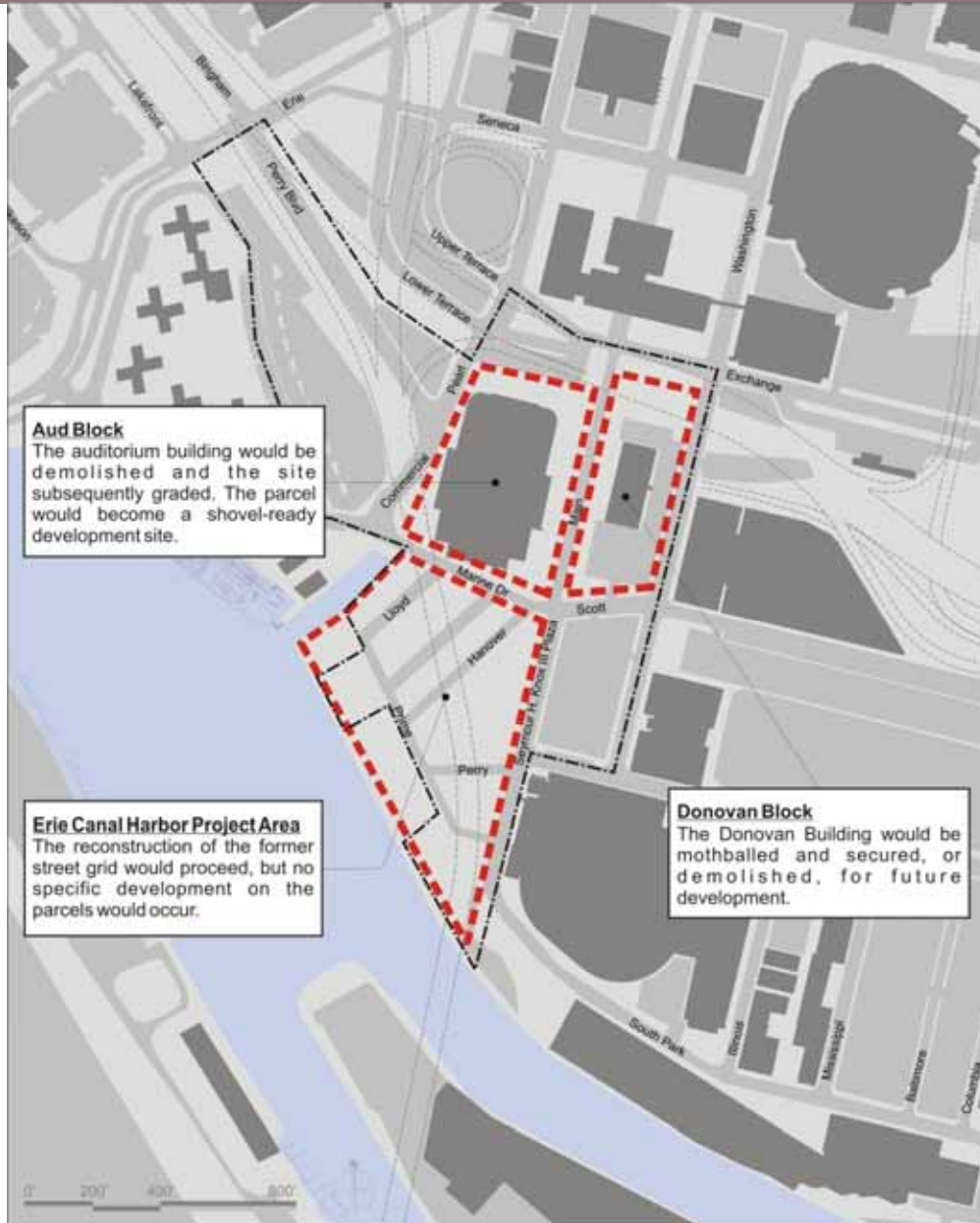


1. Introduction
2. Project Background and Evolution
3. Description of the Project
4. Project Alternatives
5. Public Participation
6. Environmental Setting
7. Impacts and Mitigation Measures
8. Irreversible and Irrecoverable Commitment of Resources
9. Unavoidable Adverse Effects
10. Growth-Inducing Aspects
11. Effects on Solid Waste Management
12. Effects of the Use and Conservation of Energy Resources
13. Thresholds for Future Actions
14. Cumulative Impacts
15. References



- No-Build Alternative
- Preferred Alternative
- Low-Density Alternative
- High-Density Alternative

No-Build Alternative



Preferred Alternative

1,075,000 Square Feet



Low-Density Alternative

603,200 Square Feet



High-Density Alternative

1,669,600 Square Feet



Impacts and Mitigation Measures



1. Cultural Resources
2. Visual Resources
3. Land Use and Development Policies
4. Community Character
5. Social and Economic Issues
6. Water Resources
7. Coastal Zone Management
8. Transportation
9. Hazardous Waste / Contaminated Materials
10. Public Safety
11. Community Services
12. Open Space and Recreation
13. Utilities
14. Air Quality
15. Noise
16. Physical and Ecological Resources
17. Construction-Related Impacts

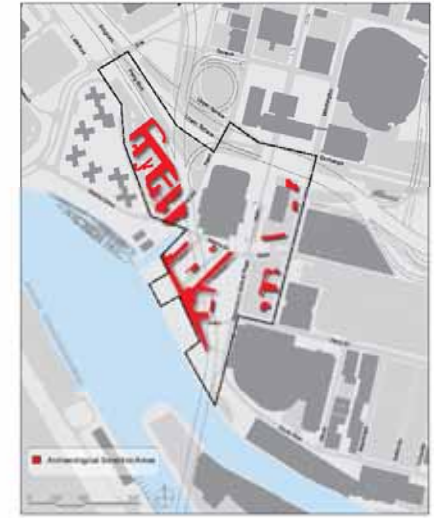


Environmental factors considered:

- Architectural
 - Direct
 - Indirect
- Archaeological
 - Letter of Resolution from 2004 ECHP remains in effect
 - Phase IA Cultural Resource Investigation Report



Canalside Project Buffalo, New York. Figure 6.1-1 SARHP - Listed or Eligible Historic Resources



Canalside Project Buffalo, New York. Figure 6.1-2 Archaeological Sensitivity

Alternative	No-Build Alternative	Build Alternatives
Impacts	<ul style="list-style-type: none"> ▪ None to architectural resources ▪ None to archaeological resources 	<p><u>Architectural Resources</u></p> <ul style="list-style-type: none"> ▪ No direct impacts ▪ No adverse indirect impacts <p><u>Archaeological Resources</u></p> <ul style="list-style-type: none"> ▪ Potential for significant adverse impacts to prehistoric and historic archaeological resources ▪ Higher density alternatives likely to have more significant impacts
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ Draft Letter of Resolution for balance of Project Area ▪ Additional archaeological investigations (Phases IB and II)

Visual Resources



Environmental factors considered:

- **Built Environment**
 - Buildings
 - Surface Lots
 - Elevated Highways
 - Transit Mall
- **Public Spaces**
- **View Corridors**



Alternative	No-Build Alternative	Build Alternatives
Impacts	<ul style="list-style-type: none"> ▪ No significant improvement beyond construction of historic streets (2004 ECHP) 	<ul style="list-style-type: none"> ▪ Positive impacts to visual environment <ul style="list-style-type: none"> • Creates memorable streets, open spaces and water features • Reduces visual dominance of Skyway (to varying degrees) • Redefines City's skyline ▪ Consistent with 2004 ECHP design guidelines
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ Project Area-specific design guidelines ▪ Architectural Review Committee

Land Use & Development Policies



Environmental factors considered:

Land Use Regulations

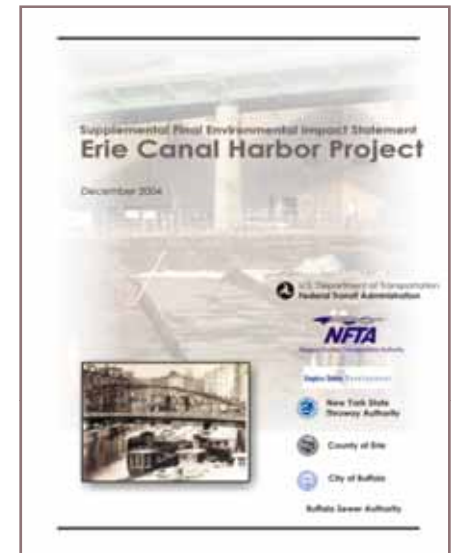
- City Zoning Code
- Waterfront Redevelopment Project URP, as amended

Development Plans

- 2004 Erie Canal Harbor Master Plan
- City of Buffalo Comprehensive Plan
- Waterfront Corridor Initiative
- Niagara River Greenway Plan



Canal Side Project Buffalo, New York Figure 6.3-4 Waterfront Urban Renewal Area Land Use Plan



Alternative	No-Build Alternative	Preferred Alternative	Low-Density Alternative	High-Density Alternative
Impacts	<ul style="list-style-type: none"> ▪ Continuation of existing land use trends 	<ul style="list-style-type: none"> ▪ Generally consistent with Zoning ▪ Generally consistent with Erie Canal URP Amendment ▪ Largely consistent with recent City plans/policies ▪ Fully incorporates 2004 ECHP design guidelines 	<ul style="list-style-type: none"> ▪ Same as Preferred Alternative (exception: Central Wharf lands used as open space, not hotel) ▪ Largely consistent with recent City plans/policies ▪ Fully incorporates 2004 ECHP design guidelines 	<ul style="list-style-type: none"> ▪ Same as Preferred Alternative ▪ Largely consistent with recent City plans/policies ▪ Fully incorporates 2004 ECHP design guidelines ▪ Scale of development less compatible with surrounding urban form
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ Design Guidelines ▪ Architectural Review Committee 	<ul style="list-style-type: none"> ▪ Design Guidelines ▪ Architectural Review Committee 	<ul style="list-style-type: none"> ▪ Design Guidelines ▪ Architectural Review Committee



Environmental factors considered:

- Demographics
- Housing Characteristics
- Employment
- Tax Revenues

Alternative	No-Build Alternative	Preferred Alternative	Low-Density Alternative	High-Density Alternative
Impacts	<ul style="list-style-type: none"> ▪ No increase of housing units ▪ No increase in employment or personal income ▪ No increase in tax revenue 	<ul style="list-style-type: none"> ▪ 150 new housing units ▪ New neighborhood amenities <p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Employment: 3,818 ▪ Personal Income: \$179.1 M ▪ Tax Revenue: \$15.0 M <p><u>Long-Term</u></p> <ul style="list-style-type: none"> ▪ Employment: 2,631 ▪ Personal Income: \$2,701.4 M ▪ Tax Revenue: \$184.6 M 	<ul style="list-style-type: none"> ▪ 45 new housing units ▪ New neighborhood amenities <p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Employment: 2,280 ▪ Personal Income: \$107.8 M ▪ Tax Revenue: \$8.9M <p><u>Long-Term</u></p> <ul style="list-style-type: none"> ▪ Employment: 1,789 ▪ Personal Income: \$1,822.4 M ▪ Tax Revenue: \$128.6 M 	<ul style="list-style-type: none"> ▪ 455 new housing units ▪ New neighborhood amenities <p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Employment: 5,085 ▪ Personal Income: \$231.1 M ▪ Tax Revenue: \$20.9 M <p><u>Long-Term</u></p> <ul style="list-style-type: none"> ▪ Employment: 3,559 ▪ Personal Income: \$3,697.4 M ▪ Tax Revenue: \$214.2 M
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ None necessary 	<ul style="list-style-type: none"> ▪ None necessary 	<ul style="list-style-type: none"> ▪ None necessary

Transportation



Environmental factors considered:

- Traffic (32 intersections)
 - Non-Event/Event
 - Weekday/Weekend
- Pedestrian Access
- Bicycle Access
- Public Transportation

Year 2011



Canalside Project Buffalo, New York
 Figure 6.5-7 Existing Conditions - Event Intersection Levels of Service

Year 2031



Canalside Project Buffalo, New York
 Figure 7.5-8 2031 Proposed Project Build Alternative Event Intersection Levels of Service

Alternative	No-Build Alternative	Preferred Alternative	Low-Density Alternative	High-Density Alternative
Impacts	<p><u>Non-Event Condition</u></p> <ul style="list-style-type: none"> ▪ Acceptable operation at all intersections <p><u>Event Condition</u></p> <ul style="list-style-type: none"> ▪ Acceptable operation at all but 2 intersections 	<p><u>Non-Event Condition</u></p> <ul style="list-style-type: none"> ▪ Acceptable operation at all but 2 intersections <p><u>Event Condition</u></p> <ul style="list-style-type: none"> ▪ Acceptable operation at all but 3 intersections 	<p><u>Non-Event Condition</u></p> <ul style="list-style-type: none"> ▪ Acceptable operation at all but 2 intersections <p><u>Event Condition</u></p> <ul style="list-style-type: none"> ▪ Same as Non-Event Condition 	<p><u>Non-Event Condition</u></p> <ul style="list-style-type: none"> ▪ Acceptable operation at all but 5 intersections <p><u>Event Condition</u></p> <ul style="list-style-type: none"> ▪ Acceptable operation at all but 6 intersections
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ Reconfigure and combine Bingham and Perry Blvd. ▪ Signalize Pearl-Perry Blvd. intersection ▪ Channelize NB right turn lane on Washington and I-190 ramp ▪ Signalize Michigan-Scott intersection 	<ul style="list-style-type: none"> ▪ Signalize Pearl-Perry Blvd. intersection ▪ Channelize NB right turn lane on Washington and I-190 ramp 	<ul style="list-style-type: none"> ▪ Preferred Alternative + additional measures

Open Space and Recreation



Environmental factors considered:

- **Open Spaces**
 - Central Wharf Green
 - Commercial Slip
 - Trait Plaza
- **Recreational Activities**
 - Naval and Military Park
 - Erie Basin Marina

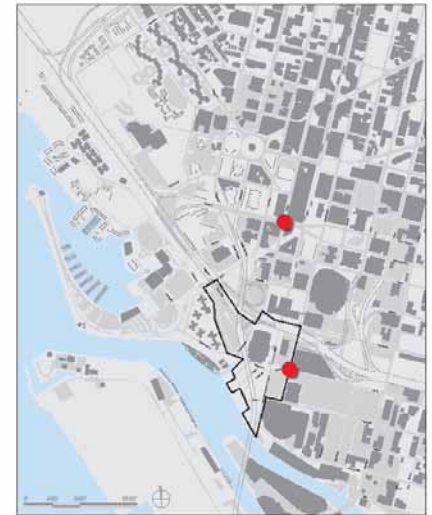


Alternative	No-Build Alternative	Build Alternatives
Impacts	<ul style="list-style-type: none"> ▪ No additional assets, linkages or enhancements 	<ul style="list-style-type: none"> ▪ Largely positive impacts <ul style="list-style-type: none"> • Expands, links and enhances existing resources • New water features provide year-round uses • New amenities such as towpaths, walkways, Canal Commons, Skyway Plaza ▪ Low-Density Alternative provides larger Central Wharf Green
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ None necessary



Environmental factors considered:
National and State Ambient Air Quality Standards

- Stationary Source Pollutants
- Mobile Source Pollutants
 - Vehicles/Traffic
 - Construction



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Figure 7.14-1
Intersections Analyzed for Air Quality

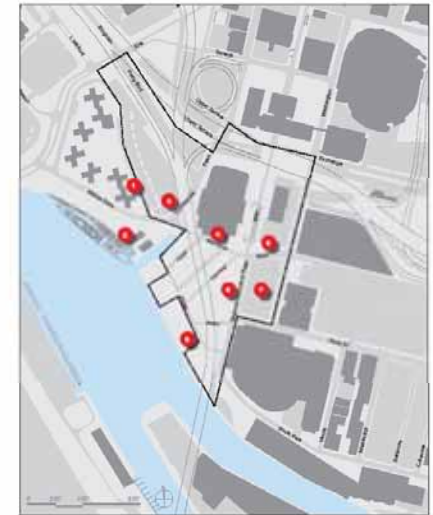
Alternative	No-Build Alternative	Build Alternatives
Impacts	<ul style="list-style-type: none"> ▪ Largely consistent with current conditions 	<ul style="list-style-type: none"> ▪ No significant adverse long-term impacts <ul style="list-style-type: none"> ▪ Carbon Monoxide ▪ Sulfur Oxides ▪ Lead ▪ Particulate Matter ▪ Hydrocarbons ▪ Short-term construction impacts
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ None necessary

Noise



Environmental factors considered:

- Generators
 - Traffic
 - Construction Activities
- Sensitive Receptors
- NYSDOT and NYSDEC Regulations



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Figure 6.15-2
Representative Noise Measurement Sites

Alternative	No-Build Alternative	Build Alternatives
Impacts	<ul style="list-style-type: none"> ▪ Short-term increases during ECHP roadway construction 	<ul style="list-style-type: none"> ▪ No significant adverse long-term impacts as increases below NYSDOT and NYSDEC thresholds ▪ Upper level structures adjacent to Skyway subject to higher sound levels than ground level structures ▪ Short-term construction impacts
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ 25 dBA noise reduction rating on windows ▪ Construction phase noise mitigation plan

Construction-Related Impacts



Environmental factors considered:

- Soils
- Erosion and Sediment Control
- Air Quality
- Noise
- Temporary Street / Lane Closures
- Skyway Operations / Maintenance
- Utilities
- Worker Safety
- Short-term Parking Displacement



Alternative	No-Build Alternative	Build Alternatives
Impacts	<ul style="list-style-type: none"> ▪ No impacts 	<ul style="list-style-type: none"> ▪ Short-term construction impacts
Mitigation	<ul style="list-style-type: none"> ▪ NA 	<ul style="list-style-type: none"> ▪ Complaint Hot Line ▪ Community meetings/public information releases ▪ Soils Management Plans ▪ Storm Water Pollution Prevention Plan (SWPPP) ▪ Dust control measures ▪ Noise control measures ▪ Temporary parking/special provisions for disabled/handicapped



Submit written comments to:

Paul Tronolone

Empire State Development Corporation

95 Perry Street, Suite 500

Buffalo, NY 14203

E-mail comments to:

ptronolone@empire.state.ny.us

Draft GEIS and tonight's presentation available:

www.eriecanalharbor.com

Written comments accepted through:

5:00 PM, November 2, 2009

List of DGEIS Speakers

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List of Speakers at DGEIS Hearing

(sorted in speaking order)

Last	First	Organization
Hoyt	Sam	Member, NYS Assembly
Shroeder	Mark	Member, NYS Assembly
Kennedy	Tim	Member, Erie County Legislature
Kearns	Michael	Member, Buffalo Common Council
Dandes	Jonathan	Buffalo-Niagara Partnership
Konst	Kathy	Commissioner, Erie County Environment/Planning
Curley	Patrick	Trustee, New York Power Authority
Brown	Paul	President, Buffalo Building Trades Council
Kavanagh	Giles	undisclosed
Robinson	Terrence	undisclosed
Carey	Mark	undisclosed
Mascia	Lori	President, Marine Drive Resident Council
Harris	Elizabeth	Representative, Marine Drive Resident Council
Billoni	Anthony	Erie Niagara Tobacco Free Coalition
Kucserik	Andrew	Synacor
Kozub	Daniel	Member, Erie County Legislature
Hreshchyshyn	Yuri	Resident on the Buffalo River
Hanchar	Bill	undisclosed
Finster	John	undisclosed
Stanfill	John	Northrup Grumman
Makowski	Joseph	Lawyer, Marine Drive Residents
Orsini	Adam	undisclosed
Jackson, Sr.	Darnell	Eastside Redevelopment Task Force
Glose	John	Boater
Overdorf	Peg	Valley Community Association
Tielman	Tim	Campaign for Greater Buffalo - History, Architecture & Culture, Inc.
Orozco	Victor	Ran Webber Design Studio

Gifford	Gladys	Citizens Regional Transit Corp.
Walters	Marty	NRG Insulated Block
Leonard	Dan	undisclosed
Sendor	Michael	Nussbaumer & Clarke
Paris	Ann	Erie Canal Drama Theatre
Berger	Richard	Campaign for Greater Buffalo - History, Architecture & Culture, Inc.
Banas	Chuck	New Millenium Group
Quinn	Meg	Theatre Alliance of Buffalo
Young	Reverend Darren	No Cross No Crown Ministries
Mestrovich	Ann	Buffalo Niagara Partnership
Mink	Dan	School Teacher
Burgwardt	Carl	Pedaling History Bicycle Museum
Sack	Daniel	undisclosed
Shapiro-Shellaby	Micaela	Coalition for Economic Justice
Kostusiak	Mary Ann	Hamburg Power Spotter
Frank	Thomas	undisclosed
Taczkowski	Rich	Resident, Marine Drive Apartments
Pratt	Hugh	Erie Canal Drama Theatre
Mascia	Joe	Resident, Marine Drive Apartments
Nowak	Tom	Greater Buffalo Institute
Gallivan	Marilyn	Resident, Marine Drive Apartments
Fisher	Jessie	undisclosed
Meyer, Jr.	Charles	Buffalo Maritime Center